

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4772

晚一十月正年一十三緒光

TUESDAY, FEBRUARY 14, 1905.

二拜禮

號四十月二英華曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARKS' BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKAO TAKAMICHI,
Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schupart, Esq.
E. Shellim, Esq.
Hon. R. Shewan.
N. A. Sides, Esq.
H. W. Slade, Esq.
K. S. Wheeler, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Tails 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIRMSSEN & Co.,
Hongkong, 28th May, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES
IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS
AUTHORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and accepts
Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 3rd January, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 14TH NOVEMBER, 1896

SUBSCRIBED CAPITAL Shanghai Tails 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies.
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
1/2 per annum Fixed Deposits for 3 months.
4 1/2 " " " 6 " " " 6 "
5 " " " 12 " " " 12 "
E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " " 3 1/2 "
" " " 3 " " " 3 "
T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1901. [24]

THE PHARMACY, DISPENSING AND FAMILY CHEMISTS.

A WELL ASSORTED STOCK
of
DRUGS, PERFUMERY, TOILET AND
SICK ROOM REQUISITES, &c.,
always on hand.

A large variety of CHOCOLATES, in Fancy
Boxes, at reduced prices, owing to favourable
exchange.

Note Address:
56, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 23rd January, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP (Direct), VIA SINGAPORE, PENANG, GOMBO and PORT SAID	JAVA S. Barchin	Feb. 15th, 4 P.M.	Freight and Passage.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	MALTA R. A. Peters	About 25th 1 February	Freight and Passage.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN H. W. Kenrick, R.N.R.	Feb. 25th, Noon	See Special Advertisement.

For Further Particulars, apply to

Hongkong, 14th February, 1905

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
KOON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
SACHSEN	WEDNESDAY, 5th July.
GNEISENAU	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PREUSSEN	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 15th day of February, 1905, at Noon, the Steamship "ZIETEN," of
the NORDDEUTSCHER LLOYD, Capt. F. von Bremer, with PASSENGERS,
SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 13th February. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 14th February, and
Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th February.
Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lb
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses.
Lipson can be washed on board.

NORDDEUTSCHER LLOYD.
For further particulars, apply to

Hongkong, 1st February, 1905.

MELCHERS & CO.,
AGENTS.

Entimations.

LANE, CRAWFORD & CO.,

HAVE JUST RECEIVED
NEW STOCKS OF

SLAZENGERS'
TENNIS RACKETS

FROM
\$8.50 to \$23.00 each
ALL WEIGHTS.

Court
Markers.

PORTABLE
TAPE
TENNIS
COURTS.

AYRES
CHAMPIONSHIP
LAWN TENNIS BALLS,
1905.

TENNIS POSTS AND NETS.

LANE, CRAWFORD & Co.

Hongkong, 16th January, 1905. [34]

AQUARIUS.

THE BEST OF
MINERAL WATERS,
IN BOTTLES, HALF-BOTTLES AND SPLITS.

SOLE AGENTS FOR HONGKONG—
CALDECK, MACGREGOR & CO.

15, QUEEN'S ROAD,
Hongkong, 2nd February, 1905. [37]

Entimations.

When you feel in need of
something to refresh the body
and at the same time nourish
and sustain—something to make
you strong, hale and hearty
—try a cup of Bovril.



75]



IND COOPE'S STOUT.

A Light Stout of exquisite flavour, specially
suitable for this climate.

Per Dozen Pints - - - \$2.35.

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents.

Hongkong, 6th January, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1
White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD.

Hongkong, 28th August, 1904. [45]

ACHEE & CO.,

ESTABLISHED 1859.
祥利廣

FENDERS, SCUTTLES,
FIRE HANDS,
WARMING STOVES,
COOKING LANCES, ETC.,

BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES,
SHEETINGS, HOUSEHOLD LINENS, ETC.

17A, Queen's Road, Central. Telephone 256.
Hongkong, 4th January, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26]

MACAO AND CANTON

HOTELS.

A LITTLE CHANGE

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)
HEAD OFFICE—1, SUKUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDING, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malsara, Kure, Shimoda, Moji, Wakamatsu,
Karatun, Nagasaki, Kuchinotsu, Sasebo, Milko, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Milko, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujisawa, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Osaka, Onoda, Sasahara, Teikoku, Yoshitani, Yoshio, Yuzokibara and other Coals.

S. MINAMI, Manager, Hongkong.

Intimations.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS,"

Des Vaux Road,

FIRST FLOOR BY LIFT.

OUR
FURNISHING
DEPARTMENTis completely stocked with all the
newest

Art Tapestries.

Muslins.

Velvets.

Flushes.

Cretonnes.

Roma Satins, etc., etc.

CARPETS OF
EVERY
DESCRIPTION
AND MAKE.Several hundred Smart Carpet
Squares, all sizes and prices.Bedsteads, by the very best
makers only.Upholstering done in first-class
style.

Houses completely furnished.

Special attention given to the
Shipping trade.BLANKETS!
BLANKETS!
BLANKETS!SPECIAL
PURCHASE OF
BLANKETS
NOW ON SHOW.LADIES'
DEPARTMENT.

FOR THE RACES.

New Millinery, Sun-
shades, Dress Fabrics,
Gloves, &c., &c.Ladies requiring costumes are
requested to pay us an early visit.Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 2nd February, 1905.

Intimations.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the eighteenth day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st January, 1905. [196]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth, to the eighteenth day of February, 1905, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st January, 1905. [197]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905. [177]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company, will be held at the Offices of the Company, Pedder's Street, on MONDAY, the 6th day of March, 1905, at 11.30 A.M., to receive a Statement of Accounts to 31st December, 1904, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th February, 1905. [226]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 11th January, 1905. [122]



JURY LIST, 1905.

NOTICE IS HEREBY GIVEN that, pursuant to the provision of THE JURY CONSOLIDATION ORDINANCE, 1887, I have this day caused to be posted at the chief entrance to the Court House a List of all persons ascertained by me to be liable to serve as Jurors.

The said List will remain so posted until THURSDAY, the 15th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ARATHOON SETH,
Registrar.Supreme Court House,
Hongkong, 1st February, 1905. [203]

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to his numerous customers that his Bakery in Kowloon being burnt down, he has hired another in a healthy part of the town, where BREAD will be baked and prepared under his usual personal supervision and thus ensuring, to his numerous patrons, the customary supply of the same wholesome Bread made of the finest flour and materials, that he has all throughout supplied.

Customers are kindly requested to send their orders as usual.

H. RUTTONJEE,
No. 5, D'Aguilar Street, Hongkong.
No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905. [58]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS.COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.16, DES VEAUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT

REASONABLE PRICES.
Hongkong, 15th December, 1904. [44]

JUNK RUN DOWN

BY U. S. CRUISER.

The United States cruiser *Cincinnati* which arrived in this port from Chefoo last week, says the Manila *Cablenews*, of 8th Inst. ran foul of a Chinese junk in the neighbourhood of Hongkong on her way out from here several weeks ago. The junk was standing out to sea, at night, with no lights displayed and the first warning those on board the cruiser had that any other vessel was near their path, was the crashing of timbers and the shudder that ran over the *Cincinnati* as she rammed her nose into the ribs of the unwary celestial craft. The terror-stricken cries of thirty or forty Chinese startled from sleep by the collision rang out in the darkness and the captain of the *Cincinnati* thought for a while that he was sending several hundred to the bottom. The boats were lowered at once and preparations to render assistance in event the luckless craft should sink were hastily made. Investigation revealed the fact that the junk had been cut nearly in two but her water tight bulkheads prevented her going to the bottom. The *Cincinnati* took the injured boat in tow and took her into port, where her master was given \$25,000 to cover a portion of the damage and the cruiser went on her way. The junk was entirely at fault, as she was found violating the rule that requires vessels to display lights at night and those on board her may be thankful that their folly and negligence did not cost them more dearly.

CIGARETTE SMOKING.

The English habit of cigarette smoking must be regarded as one of the incidental results of the Crimean War. Before that time it was practically unknown in the country, and in so far as anything was known of it, this method of tobacco smoking was generally looked upon with the contemptuous amusement which Englishmen were wont to regard the habits and customs of the flinching foreigner. For staid old English fogies in their armchairs or on the public-house settee there were long clay "church-wardens;" for younger men or those going about their business there were shorter clay pipes; while for those who could afford them there were meerschaum pipes or cigars. It was our military men who brought home from the Crimea the trick of cigarette-rolling which they had borrowed from their French and Turkish allies at a time when their supply of cigars ran short. What the military officer, home returning from a victorious war, thought proper to do, readily became the correct thing for everybody to do, and the little paper roll tucked in beneath a moustache—a foreign introduction of about the same date—began to be very familiar in London. The progress of the cigarette at first was slow. Englishmen could not really pick up the digital dexterity of the foreigner, under whose deft manipulation the little whiffs appeared to take form automatically, and it seemed very improbable that the time would ever come when a Chancellor of the Exchequer would suggest after-dinner cigarette smoking as the probable explanation of a diminution in the consumption of wine. For a time every man had to make his own cigarettes, for there were none to be had ready-made. It was slow, fidgeting work, and to the pipe and cigar-smoker the home-made cigarette was, of course, a thing beneath contempt. A good many who tried the new art had not the dexterity for it or the patience to acquire it, and after a while they were accommodated with little packets of foreign smokes already made up. A new industry sprang up for girls, who could earn half-a-crown a thousand at the making of the new weeds, and soon acquired a facility in the work that even the Spaniard or the Southern Frenchman could not rival. This gave an enormous impetus to the new foreign fad, which soon began seriously to alarm those in the trade in pipes and cigars, who apprehended that the new craze would be very bad for business. Every effort was used to check it. There were individual testimonies to the dangerous character of the new habit, stories of poisonous papers and of mouth diseases contracted from the girls who licked the gummed edges of the slips. Then came various forms of little mechanical cigarette rollers, and these for a time had a great vogue, though they were none of them very satisfactory.

Meanwhile, however, it began to be perceived that the popularity of the cigarette, so far from proving detrimental to the general trade of the tobaccoists, seemed to be tending very decidedly the other way. After fifty years, this introduction has indeed proved to be one of the most curious experiences in modern trade, and from the anti-tobaccoist point of view has been nothing short of a calamity. Instead of being a substitute for pipes and cigars, the cigarette has proved to be a clear addition to the previous total consumption, and it is not difficult to understand why it should have proved so. The peculiarly pernicious effect of cigarette smoking has been a favourite theme of some medical men, who have denounced it as the most injurious of all forms of smoking. This opinion is, no doubt, quite correct when the smoke is inhaled, but of course it is not necessary to do that, and probably the fairly unanimous testimony of the smoking world, if it could be ascertained, would be that the cigarette is the highest and least potent of all forms of tobacco smoking. When the area of the burning end of an ordinary cigarette is compared with the corresponding area of the pipe or cigar it is quite obvious that it must be so. It is one to three or four; indeed the comparatively small quantity of the smoke of a cigarette is just the reason why some persons are able to inhale it, though they cannot do it with a pipe or cigar. At all events, it was found that many people who could manage a cigarette though they were unable to smoke a pipe or cigar, but even habitual smokers soon began to take to them without giving up pipes or cigars. There were, it was discovered, many occasions when a little peccadillo in the form of a cigarette might be indulged, but a pipe would be impossible and even a cigar questionable. Then again many heavy smokers, it was found, would take one or two of the new whiffs when they had had enough of their pipes and did not care or had not time for a cigar, or perhaps could not afford one. A cigarette could be

lighted at any odd moment, and if necessary thrown away after a few whiffs. Moreover, a very large proportion of those who began the practice of smoking with the mild little foreigner and thus acquired a taste for tobacco, went on to the pipe or cigar. It thus enormously increased the number of devotees to tobacco. At no period did the cigarette appear to check the sale of cigars or pipes. It proved a clear addition to the tobaccoist's business, and when the new habit had had time to establish itself and develop, consumptions increased enormously.

As it has been said the introduction of the little paper smoke among Englishmen may be taken to date from the chiming of our military men with the French and Turks in the Crimean War just about fifty years ago. Within five and twenty years our total tobacco importation very nearly trebled itself. To a great extent, of course, this was due to the increase of population and to the advance in the general wealth; but all authorities were agreed that a very large proportion of the expansion was due to the addition of the cigarette, to other facilities for smoking, and to the initiatory training it afforded to beginners. In America the thing has become almost as universally popular as it has with us. The probability is that, if accurate figures were accessible, there is not now much difference between the two countries in this respect. Fifteen years ago the Americans were a good way behind us. They were then smoking about 400 millions a year. Four or five years back trade figures were given which seemed to show that of the forty-two millions of our population about four millions were smokers of cigarettes and it was thought that upon an average they probably consumed five a day. That would come to twenty millions a day, or a total consumption for the year of 7,300 millions. Since then it is notorious that ladies and young boys have been freely cultivating the habit. It seems an incredible total, but one London firm are boasting that they themselves are running machinery by which they are able to turn out six million cigarettes a day, which would give a total for this single business of over 2,000 millions a year. But in any attempt to compare our own consumption with that of America, it should be borne in mind that in this country figures must necessarily be very largely conjectural. There is nothing in the form of official figures to be had. In America, on the contrary, they can tell to a nicety what they are doing, since every packet of cigarettes must bear a Government stamp, the value of which depends on the number the packet contains. There is no scope for the flights of fancy. But the development of the trade in cigarettes has certainly been very remarkable. Less than a generation ago all these little whiffs were made by hand, one by one. Now they are practically all made by machine, of which there is in the market at least one which takes in tobacco and paper at one end, and at the other shoots out cigarettes, beautifully rolled, gummed and printed, at the rate of from two hundred and fifty to four hundred a minute.

THE VIRTUE OF THE "DUTCH
WIFE."An article on "Hill Diarrhoea in the Plains," by Dr. P. A. Nightingale, appears in the *Lancet* of Nov. 19th—

One of the commonest ailments to which a newcomer to Bangkok is subject is early morning diarrhoea which runs a course identical with the hill diarrhoea described by Manson and Crombie. Now Bangkok is the centre of a large rice district and is only a few inches above high-water mark, especially during the wet season when the river is in flood. These cases of diarrhoea occur for the most part during the rains, are more common in the new than in the old residents, and in males than in females. The Siamese themselves are not subject to attacks. The only special point of interest to note here is that in the older residents the possibility of a commencing sprue should be carefully borne in mind.

With regard to the prophylaxis I was in the habit of laying stress upon the following: flannel pyjamas or Chinese trousers to be worn at night, a proper native sleeping mat to be placed over the sheet, a blanket to cover the feet, and large "Dutch wives" (a kind of bolster some six feet long) for the patient to lie between. This "Dutch wife" well known in Java, the Malay Peninsula, and Siam, I am inclined to think of the utmost value, for it is not only a cooling and comfortable arrangement to sleep with, but acts as an excellent cover to the abdomen against the early morning breeze, and when there is one on either side the whole trunk is guarded in a way that is most complete and valuable. A study of the sleeping compartments of well-to-do Malays, Siamese, and Chinese brings these "Dutch wives" into great prominence, so that they might perhaps be introduced with benefit into these other, tropical climates where hill or early morning diarrhoea is common and where their use is not known or fully appreciated from a prophylactic point of view.

The points which I should like to emphasize are that, in my opinion, (1) "early morning diarrhoea" is a better name than "hill diarrhoea" since out of India the disease is commonly met with on the plains; (2) a chill to the liver is the sole origin of a very large number of attacks; (3) it bears a close resemblance to the early stages of sprue and not infrequently develops or lapses into it; and (4) the "Dutch wife" is a more valuable guard to the abdomen at night than a cholera belt.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	114
Do. demand	111 3/16
Do. 4 months' sight	111
France—Bank T.T.	242 1/2
America—Bank T.T.	47
Germany—Bank T.T.	1.97
India T.T.	143 1/2
Do. demand	143 1/2
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	94 1/2
Java—Bank T.T.	115 1/2

Buying.	
4 months' sight L/C.	111 1/2
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	242 1/2
6 months' sight do.	242 1/2
4 months' sight Germany	1.97 1/2
Bar Silver	1.113
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Per chest	
Malwa New	1,075/1,100
Old	1,150/1,180
Older	1,200/1,220
Oldest	1,300/1,350
Panma New	1,105
Bengal New	1,115
Persian (Paper)	78/9/19

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an ornament of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease,—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
Price 5/- per case of 48 bottles (quarts) or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

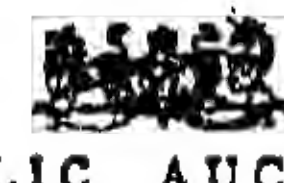
Entertainment.

HONGKONG PHILHARMONIC
SOCIETY.A CONCERT will be given by the above Society in the THEATRE ROYAL, on THURSDAY, 16th February, at 9 P.M., under the distinguished patronage of His Excellency the Governor. The Programme will consist of Orchestral Pieces, Solos and the Naval Cantata "THE REVENGE," Tennyson's Poem set to music by C. V. Stanford, performed by the Choir and Orchestra.
Tickets: Price 5/-, 3/- and 1/-, obtainable at the ROBINSON PIANO CO.
Hongkong, 8th February, 1905. [227]

Auctions.



PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
TO-MORROW,
(WEDNESDAY), AND THURSDAY,
the 15th and 16th February, 1905, at 10 A.M. each day, at
H. M. NAVAL YARD,
SUNDRY NAVAL VICTUALLING,
OBSOLETE AND CONDEMNED
STORES,Comprising—
BOAT'S ENGINES, WILLAN'S ELECTRIC LIGHT ENGINE, ELECTRIC CABLE MACHINES VENTILATING AND DRILLING, LATHE, BRASS, COPPER, IRON, MANGANESE BRONZE, PAPER, STUFF CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, &c.
TERMS OF SALE:—As customary.HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 14th February, 1905. [221]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to Sell by
PUBLIC AUCTION,
For Account of the Estate of the late
ALFRED WRIGHT,
TO-MORROW,
the 15th February, 1905, at 2.30 P.M., within his residence, No. 2, Salisbury Avenue, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Catalogues will be issued,
TERMS:—As usual.HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 14th February, 1905. [221]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
FRIDAY,
the 17th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,
A GREAT ASSORTMENT OF
ENAMELLED WARE GOODS,
Comprising—
TIFFIN CARRIERS, TEA AND CO. POTS, SAUCEPANS, SOUP LADLES, &c., &c., &c.
A Quantity of AUSTRIAN RUBBER SHOES.
TERMS:—As usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th February, 1905. [220]

Intimations.

YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES

FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and
Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [31]

THE WINE GROWERS
SUPPLY CO.HARRETTO & Co.,
General Agents, Hongkong.

PORT WINE.

Direct shipments from the

COMPANHIA AGRICOLA E COMMERCIAL DOS

VINHOS DO PORTO,

(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

Per Case of 12 Dozen.	
Dry No. 1	Selected Old Port \$50.00
" " 2	" " " " 35.00
Quinta do Porto	" " " " 30.00
Dry No. 3	" " " " 25.00
Quinta da Granja	" " " " 20.00
Tawny, 1887, Vintage	" " " " 15.00
Tawny, (White Label)	" " " " 14.00
Medium Tawny, (Brown Label)	" " " " 13.00
White Tawny, (White Label)	" " " " 12.00
Full Tawny, (Brown Label)	" " " " 11.00
Light Tawny, (Brown Label)	" " " " 10.50
Light Tawny, (Brown Label)	" " " " 10.00

Melrose
Whisky
Scotland's Best.
Delicious Mellow
and Matured.
BOWEN & M'KEITHIE,
Proprietors.

OEPA RUBY

RIOJA CLARET,

\$6.00 per dozen,

Direct Importers of Wine, Beer and Spirits from well-known Growers, Brewers and Distillers. Price List on application.

BARRETTO & Co.,

Agents,

Nos. 23 & 24, Bank Buildings

Queen's Road Central,
Hongkong, 26th January, 1905. [48]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

BRANDY.

GUARANTEED
PURE COGNAC.

Per doz.

B Superior Very Old

Cognac . . . \$27

C Very Old Liqueur

Cognac . . . \$33

D Hennessy's Finest

Very Old Liqueur

Cognac . . . \$40

GUARANTEED

PURE COGNAC.

A. S. WATSON & Co.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1905.

There are many Whiskies to be
had in Hongkong,

BAD, PASSABLE AND
OTHERWISE.

THERE ARE FEW ABSOLUTELY RELIABLE

Public Opinion has classed our

IMPERIAL

HIGHLAND

(Red Triangle) . . . at \$6.00 per doz.

AND

CLUB No. 1

(Gold Triangle) . . . at \$18.00 per doz.

AMONGST THE WHISKIES ONE

CAN RELY UPON.

They are PURE & C.

GREGOR & CO.,

WINE MERCHANTS,

34, Queen's Road.

Hongkong, 10th February, 1905.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 14, 1905.

ALIENS.

Although the question of alien immigration is not of vital importance to Hongkong, it closely affects the welfare of the Empire and of all those citizens who have worthily cast in their lot with Britain. Lately, Protection has come to the front and there are many divided opinions on that subject; but the protection of Britain against the immigration of outcast aliens, who will not be owned by their own countries, and are useless to others, is not so much a political cry as a matter of personal defence. None said a word against the Huguenots who came to England, when France was blinded by the vertigo of sectarian passion, neither was there any objection to the advent of the Flemish weavers in earlier days. It has been a proud boast of Englishmen that Britain was the asylum—of late years the only asylum—for the oppressed, the wanderer, and the political offender. But there are limits to generosity, and when it is realised that half the crime in England is committed by aliens—people who live on the proceeds of their nefarious practices and are of no account in their own country, to put it mildly—it must be admitted that some means should be taken to preserve the reputation of the British people. The unfortunate part of the whole thing is that under any law of exclusion or discrimination worthy members of society, who through no fault of their own have been compelled to enter the ranks of the undesirable, are bound to suffer. Yet when a judge of the High Court says that "it is a disgrace that such people should be allowed to land in this country and disturb the peace of its inhabitants," it must be evident that the time is fast approaching when a law, something after the fashion of the United States immigration law, must be passed. It was only the other day that the Earl of Selborne, speaking at Birmingham, asked how it was possible that any one could be found to support the dumping of pauper aliens which went on at present. He referred to the election in Mile-end and gave some startling figures. Out of a constituency whose population was between 60,000 and 70,000 the voters numbered only about 5,000. In other words, the greater part of the population consisted of aliens in every sense of the term. "Why should we be the only civilised country," said his Lordship, "that would accept the refuse of humanity without any examination?" Now, considering the importance of the question, the language of Lord Selborne was by no means too strong and the fact that it is not the intention of the Government or, indeed, of the thinking section of the British people, to shut the door in the face of the deserving immigrant, was more fully evidenced in the speech which was recently delivered by the Home Secretary at Deal. The Home Secretary who, as everybody knows, is the legal exponent of the Cabinet, said that while he was anxious not to exclude the bona-fide religious or political refugees, he did wish to prevent the immigration of vicious criminal paupers and diseased aliens. He followed up this statement with the remark that it was not right to allow people accustomed to a low standard of living to compete unfairly with our own people, nor was it right that foreigners should be allowed to come in who would eventually become a burden upon the rates and taxes. That appears to be the whole question in a nutshell. While every encouragement is offered to the immigrant who will apply himself to useful labour at ordinary rates, there is a decided objection to the foreigner who prefers to live in a den, sell himself to a sweater, and beat down the price of labour till the honest man finds honesty a burden and turns to vice for a livelihood. It is satisfactory to know that the Government intend to introduce an Aliens' Immigration Bill this Session; but it will be still better news to hear that it has passed through the Lords.

LOCAL AND GENERAL.

Two Chinese cases of plague, with fatal termination, are notified from the Wanchai district to-day.

Mr. F. A. Hazeland, second Magistrate at the Police Court, continues indisposed, and is now in the Government Civil Hospital, suffering from an attack of fever. Mr. J. H. Kemp continues to act as second Magistrate in place of Mr. Hazeland.

We understand that the Taikoo F. C. has entered a protest against the Naval Yard who, it is alleged, have been playing non-eligible men. A meeting of the N. Y. Shield Committee will take place on Wednesday at 5.30 p.m. to consider the protest.

Mr. H. B. Collins who was sentenced on Jan. 14th in the Yokohama District Court to eleven years' confinement with hard labour, on a charge of having infringed the Military Secrets Regulations, has lodged an appeal in the Tokyo Appeal Court against the decision.

THE cartoon who, by his carelessness, caused a tram to collide with a ricksha, and thereby caused an old woman to fall out and damage her face, under circumstances recorded in our issue of last evening, was fined 50 cents for his carelessness, but ordered to pay \$5.50 for the damage done to the ricksha, and \$5 compensation to the old woman.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 12th February, 1905.

	Library	Museum
Non-Chinese	226	68
Chinese	71	7,718
Total	297	7,786

THE Imperial Bank of China are issuing to-day (10th inst.) a new series of \$5, \$10, and \$50 notes. We have seen specimens of them, and they are really works of art, adorned as they are on each side with the figure of the God of Wealth, and they reflect great credit on their designers, and on the engravers, Messrs. Bradbury, Wilkinson & Co., London.

INFORMATION has reached an official source at home from Rome to the effect that a series of arbitration agreements is likely to be signed shortly between Italy and several of the South American Governments. The questions arising between Italy and the Republics in South America, though not dangerous, are often of a very difficult character, owing to the continued growth of emigration from Genoa and Naples to the Brazils and the Argentine in particular.

THE operation on Sir Ewen Cameron, of the Hongkong and Shanghai Bank, was performed on 7th ult., but surgeons found that an exploratory operation only could be performed, and that the condition did not admit of more being done. Sir Ewen, we are glad to say, has been fairly comfortable since then, and passed good nights. He has recovered from the shock of the operation, but unfortunately the cause still remains. The news has called forth universal expressions of sympathy, for it would indeed be difficult to find anyone in the City who is more generally liked, and esteemed.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Messrs. Linstead & Davis \$25; S. W. Tso \$10; E. W. Mitchell, A. G. Morris, N. Mody & Co., G. Fenwick & Co., W. H. Wickham, A. Rodger, A. Shaw, T. Sercombe Smith and J. Walker \$10 each; Pork Guild (Central Market) \$5; Erich Georg, B. Brotherton Barker, Dartley & Co., J. Ullmann & Co., Levy Hermanos, Woonwalla & Co., M. H. E. Elias, H. Ruttonjee, P. H. Holyoak, J. F. Miller, J. W. C. Bonnar, Dr. Chadwick Kew, J. Gregory, and Blismack & Co., \$5 each; C. Abdoolah & Co., and C. A. Camaroodin, \$3 each; E. D. Kotewal, and Tung Ashoo \$2 each.

THE LATE REV. FATHER TORRES.

At the Roman Catholic Cathedral, "Glencely," a solemn requiem mass was celebrated this morning in memory of the late Rev. Father Torres. Rev. Father Gracia, vice-procurator, officiated, and was assisted by Rev. Father Augustin. The various Catholic institutions of the Colony were represented at the services; there were besides some French Fathers from Pokfulam. The church was, as is usual on these solemn occasions, draped in black.

A contributor sends us the following appreciative reference to the deceased prelate.

By the death of the Rev. Father Torres, the well-known and much esteemed Procurator General for the Spanish Dominican Missions in the Far East, a gentleman beloved by all who knew him, has been removed from the community. He was born at St. Maria, in the province of Palencia, Spain, in the year 1846, and after going through a two years' course of philosophy in the Seminary of Toledo, he joined the army of the great St. Dominic in September, 1866, and in the Convent of Ocaña completed the second course of theology and was ordained deacon. In consequence of social and political disturbances then reigning in Spain, he chose to leave that country and seek shelter in a land beyond the sea—the Philippines—where he arrived in 1872. There he was ordained priest on 21st September, 1872, and he finished his course of theology at the University of St. Thomas three years later. At the end of 1875, he began his missionary labour at St. Isidoro in Tubuan, where, a year later, he met with a most painful accident that resulted in the loss of his left arm. A mad dog appeared in the village causing considerable alarm among its inhabitants, three of whom were bitten with fatal results. Father Torres, who was ever ready to defend his flock, hastily seizing a rifle gave chase to the animal. The weapon, which had not been cleaned for some time and was otherwise out of repair, exploded on being fired causing the sad accident. The patience and fortitude exhibited in this trying circumstance, were the most prominent among the many sterling qualities which the deceased gentleman possessed. In October, 1876, he was appointed Vice-Procurator and sailed for Hongkong, where he discharged the important duties of that office till 1881, when he returned to Manila. During the succeeding five years he filled important offices of the Order so satisfactorily that he was chosen by his superiors to take over the high office of Procurator General of the Missions at Hongkong where he landed in 1886, and during the succeeding 18 years ending 1904, this venerable pioneer was ever to be seen piloting the financial barque entrusted to him through difficulties which, only those acquainted with Oriental, and especially Hongkong, life can adequately realise. For some months past he was confined to his bed, and on the 16th ult. he was advised to go to Manila for a change. This, however, did not prove of any benefit, for shortly after his arrival, he breathed his last, surrounded by the sons of St. Dominic in a convent of the same order.

Turf Topics.

The times for to-day's (Monday) gallops are as follows:—

Policy and Rosy Morn Rose, 1 1/2 mile, 40.
1.14, 1.50, 2.23 1/2, 3.00.
Ocean, 1 1/2 mile, (7), 42 1/2, 1.23, 2.00, 2.35 1/2.
Astraea, 1 mile, 34, 1.09.

From to-day I am sending for your columns the times for each morning's gallop, during the last week of the training season, in an amended form which, I trust, will be found more convenient by those making a special comparative study of the respective ponies' performances. Such has been the appreciation placed on the value of these records, that one suggestion has reached me to secure, under the Copyright laws, the reservation of all rights of re-publication. This is, however, a matter not within the province of a sportsman and I offer you the suggestion for any action which you may deem expedient to take. This much I may say, that the contribution is entirely "exclusive," and so far as I am concerned, the idea originated in a manner to justify its being dubbed an "invention" with a right to being patented.

The turf course was again open and all galloping was carried on over this track. In the earlier part of the morning, the course was rather dewy and wet.

(1) denotes, as before, inside course:—

Zodiac, (1), 1/2 mile.	Patrimony, 1 1/2 mile, joined by Forward, 1 mile.
38	41 1/2
34	35 1/2
32	34
1.44	36 1/2
	36 3/5
	36

Cotswold and Polka, 1 1/2 mile.

37 2/5	3.40
35	36 1/2
34 4/5	34 1/2
36 2/5	34 1/2
34 2/5	34
32 1/5	32 1/2

3.30 1/5

Croome (1); Canannie (2); Black Monday (3); 1 1/2 mile.

36	3.26 1/2
36	36
36 2/5	36
35 4/5	32 1/5
35 4/5	32 1/5
35	2.20 1/5

3.35

K.O. S. D. and The Spirit, 1 mile.

37	35
35 4/5	35
34 1/5	35 2/5
33	33 3/5

2.20

The Duke and V. W. H., 1 mile.

32	35
34	35
37 1/2	34 4/5
36 1/2	35 3/5

2.20

Berkeley, Lanark, and Yellow Peril, 1 1/2 mile.

36 1/2	37
36 1/2	35
38 1/2	33 1/5
35	1.45 1/5

2.28 1/2

Loafers (1), 1 1/2 mile.

Professor (2), 1 mile.

38 1/2	37
35 1/2	36
36	34 1/2
36 1/2	34
35	34

3.00

Invincible Rose, 1 mile.

39	2.55 1/2
35	30 1/2
33	34
32	34

2.19

Gem Rose, 1 mile.

34 1/2	2.17
34	41
33	34
32 1/2	33 1/2

2.14

Coronet Rose, 1 mile.

41	2.21 1/2
36 1/2	33 2/5
35	33
33	33 3/5
33	33 2/5

2.25 1/2

Halifax, 1 mile.

33 1/2	1.13 2/5
33	37 1/5
34	35 4/5
33 1/5	35

2.13 1/2

The Squalor, 1 1/2 mile.

33	2.20
36	36 1/2
33	36
33	37

1.42

 Blackbird, 1 1/2 mile. |

34	2.54
36 1/2	37
35 1/2	35 1/2
35	34 1/2
35	34

2.21

Phaps and Cake Walk (1), 1 mile.

36 1/2	2.21
36	40
35 1/2	38
34 1/2	34

2.23 1/2

2.23 1/2

Timouse.

1 mile.

37 1/2

34 1/2

32 1/2

32 1/5

32 1/5

32 1/5

2.20 1/5

2.20 1/5

2.20 1/5

2.20 1/5

2.20 1/5

2.20 1/5

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S.S. "SHREWSBURY."

SALVAGE OPERATIONS TO BEGIN.

Having secured the contract for the salvage of the s.s. *Shrewsbury*, the British collier, now lying stranded on the Bombay Shoal, Messrs. E. R. Wilks have now completed the arrangements, which we previously announced in these columns they were preparing for the salvage of the vessel, on behalf of Messrs. Gilman and Company. The s.s. *Progrès*, a German steamer, of 1,000 tons register, has been chartered, from Messrs. Siemssen and Company for the salvage operations, and is now being prepared for the salvage work before her. Every possible requirement in the way of salvage gear is being placed aboard and it is expected that the salvage party will leave in the *Progrès* on or about Thursday next, for the scene of the salvage work. Included in this work is to be an attempt to save the *Baron Gordon* also stranded near by on the same shoal, should the work on the *Shrewsbury* prove successful. The expedition will be in charge of Captain Owen Wilks, who will have with him, as assistants, Captain Framp-ton, Mr. E. Tully, late Chief Engineer of the s.s. *Belgian King*, while Mr. Newman Mumford, Surveyor, to Lloyd's will also accompany the expedition. A salvage staff will also go in the *Progrès*, and several gangs of coolies to do the work of moving the coal of which the *Shrewsbury's* cargo consists; the staff and coolies in all consisting of some 80 souls all told. Great expectations are entertained of the success of this expedition, and it is quite possible that it will return triumphantly bringing back the "spoils of war" in the shape of the s.s. *Shrewsbury* and *Baron Gordon* to place in the hands of the Kowloon Dock. We wish the expedition every success.

TIGER-HUNTING IN PAKHOI.

HONGKONG SPORTSMAN DAFFLED.

Mr. G. H. Potts, of the firm of Messrs. Benjamin, Kelly & Potts, returned to Hongkong to-day after a tiger-hunting expedition to Pakhoi. The trip promised to be of an adventurous character, because during the past few weeks the district surrounding Pakhoi has been infested with man-eating tigers, whose rapacity and ferocity have scared the natives almost out of their wits. Leaving Hongkong at the beginning of the Chinese New Year, Mr. Potts was joined at Pakhoi by Mr. F. H. Bell, of the Customs. A likely neighbourhood, where tigers were said to be plentiful, was scoured by the sportsmen for several nights, but the elements were against them. There was no moon, and the nights were exceedingly dark with the result that it was impossible to work satisfactorily. That there were tigers in the vicinity was proved beyond the shadow of a doubt, by the fact that one of the dogs belonging to the party was pounced upon by a tiger and carried off to its lair. Once a tiger was seen in the thicket by Mr. Potts, but before a shot could be fired it had disappeared. The result of the expedition was therefore nil, much to the chagrin of the sportsmen. It may be added that Mr. Bell has been on several tiger-hunting trips and has got trophies to show as the result of his journeys. He was badly mauled on one occasion, not so very long ago, by a tiger which took him unawares, but he managed to escape without serious injury.

ANOTHER FIRE.

Notwithstanding the fact that the Chinese New Year is, for the next twelve moons at least, a time of the past, we have another fire to record, in a Chinese tenement, as usual. An alarm had just previously to this outbreak been turned in at the Central Station of a fire in Wellington Street, but that turned out to be a false alarm, as it was only a chimney which had, as frequently occurs, become aflame. The second alarm was more serious, and the Fire Brigade, under Chief Inspector Baker, immediately repaired to the scene of the conflagration, which was No. 89, Queen's Road West. There they found they had an easy task before them as Mr. P. Lennham, of the Western Hotel, had secured a "dispatch box," and with the assistance of two other Europeans, had soon a good stream of water flowing on the burning building. Mr. Lennham was formerly a member of local Police Force and Fire Brigade, and his professional instincts were strong upon him, so much so indeed that, on the arrival of the firefighters proper, he was very loth to give up charge of the operations in extinguishing the flames, and continued, nevertheless, to do his share in subduing the outbreak.

TELEGRAMS.

[Reuter's.]

Russia.

LONDON, 12th February.

The general strike has been resumed at Warsaw.

There is a revival of anxiety at St. Petersburg.

Later.

Yesterday passed quietly in St. Petersburg, the strikers being overawed by the display of military force.

The situation in Poland is still serious.

America and Japan.

The arbitration treaty between America and Japan has been signed at Washington.

The Chinese Loan.

There was a great rush of subscribers to the Chinese 5% Loan at the Hongkong & Shanghai Bank, the crowds being controlled by the police. The issue was closed immediately instead of Monday, and is largely over-subscribed.

Later.

The Third Baltic Squadron.

The third Baltic squadron has been ordered to be ready to sail immediately.

Germany and the Baltic Squadron. Five Russian cruisers anchored in German waters at Dar-es-Salaam, East Africa, were ordered to leave, and complied.

THE STERLING DRAFT CASE.

JUDGMENT FOR PLAINTIFFS.

At the Civil Summary Court this afternoon, His Honour the Puisne Judge (Mr. T. Sercombe Smith) gave judgment in the action brought by the Deutsche Asiatische Bank against a native Hong, known as the Wing Shing Hing Bank, doing business at 102, Wing Lok Street.

Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. H. N. Ferrers (instructed by Mr. P. W. Goldring) for the defendants.

Plaintiffs alleged that they had suffered damage by reason of the breach by the defendants of a contract dated the 4th October, 1904, and made between the plaintiffs and the defendants whereby the last-named agreed to purchase from the plaintiffs a sterling draft on London, payable on demand, for the sum of £2,000 sterling, at exchange 1/9, and which said contract was to be completed on the 30th November, 1904. The defendants failed to complete their purchase on due date, and the plaintiffs had accordingly suffered damages to the extent of \$78.84 by such breach. The sale of the draft on October 4th at 1/9 amounted to \$21,942.86, and the cost on the 30th November at 1/10 1/16 amounted to \$21,157.02, hence the sum claimed.

In giving judgment for the plaintiffs with costs, His Honour said that the books of the defendant Bank appeared to have been kept properly. The fact of the absence of any reference in them to the present transaction, extended no further to the facts of the case, than this, viz: that the defendants had no knowledge that Li Yuk Chu had negotiated the contract now sued upon. This however could not affect the defendants' liability. He also certified for Counsel.

Mr. Pollock applied for immediate execution. The case had been very strenuously contested, and two of the parties on the other side had admitted that they were partners.

His Honour refused the application, until after the expiration of the ordinary seven days.

JEWISH FESTIVALS.

The Headquarters Offices have published the following copy of War Office letter, for information:—

"I am directed to inform you that, provided exigencies of the service permit, approval is given for passes to be granted to all soldiers of the Jewish persuasion, who may be desirous of observing the undermentioned Festivals during the current year, and I am to request that you will be so good as to issue the necessary orders accordingly:—

Passover, 4 days, April 20th, 21st, 22nd, and 23rd. Pentecost, 2 days, June 9th and 10th. New Year, 2 days, September 30th and October 1st. Day of Atonement, 1 day, October 9th. Tabernacles, 4 days, October 14th, 15th, 16th and 17th.

A CHINESE CLUB.

RAIDED BY EUROPEANS.

It is not often the citizens of this Colony are startled by such strange occurrences as that reported to the police last night, when a Chinaman, member of a Chinese club in Jervois Street, called at the Central Police Station, and reported that four Europeans, whose names he did not know, had called at the club, and after holding up the members, raided the club. One of them, at least, it was stated, had a revolver, with which he threatened the members of the club and which he also used to rap one man over the fingers, who tried to resist their attempt to enter the room. The men managed to secure \$30, and it is alleged that they made off with this sum, and on that the report was made. The matter was taken in hand and detectives placed on the case, Inspector of Detectives Munson investigating the affair, and finally arresting two men named Brown and Burke on suspicion of being concerned in the armed robbery. It is believed that the four men had, earlier in the evening, been gambling in the Club, and thus, in the various games, found they had lost all their money, and so, later, returned and raided the Club, with the view of regaining by that means what they had lost in the games of chance. The arrests of the other two men alleged to be implicated in the affair are expected to be effected shortly, when they will be given a hearing before one of their Worship at the Magistracy. It is understood that the men arrested are unemployed.

OUR RATTAN INDUSTRY.

INTRODUCTION OF LINEN FIBRE.

VISIT TO HARRIS-KEENEY COMPANY'S WORKS.

Rattan work is one of the recognised industries of the East. On every hand the craftsman's handiwork in this particular line of business is in evidence, yet comparatively few people in Hongkong are likely to take the trouble to ferret out the methods adopted in manufacturing the rattan furniture which appears in every house, from the richest to the poorest. It is doubtful, indeed, if the majority of people have any idea whence the rattan comes. At various places, the canes may be seen standing outside Chinese houses, ready apparently to be converted into the long chair—which is the chief cause of lounging here as elsewhere—or a hundred and one nick-nacks, from a lady's workbasket to a baby's cot. Hongkong, however, is one of the important centres of the rattan industry, and the chief factory for the manufacture of all sorts of rattan furniture is that known as the Harris-Keene Company's Grass and Rattan Factory, situated on the Shaukiwan Road. A representative of the Hongkong Telegraph visited the establishment the other day with the object of gaining some insight into the working of the factory, and the processes employed whereby the willow wands are bent and twisted into all manner of shapes.

AMERICAN ENTERPRISE.

The Harris-Keene Company is an American concern, in the sense that the two partners are Seattle men. And the story how they came to set up business in Hongkong is an interesting one. Mr. Thomas P. Keene had long held the idea that there was a bright future for the rattan industry, if only a couple of energetic men took it in hand. He looked at the rattan chairs produced by Chinese labour, as they appeared when landed in San Francisco or Seattle, and he saw that they were of the roughest description. It is possible, he said to himself, to get these people to do things right, so he came to Hongkong in 1902 and remained in the Colony for six weeks. In that short period he had learned all the ins and outs of the rattan trade; he recognised its possibilities and saw that the business then being done could be doubled and trebled in a very short time if only intelligent men, and men of ideas, were at the head of affairs. When he returned to America he had 100 rattan chairs in the vessel's hold, chairs which had been made to his own designs and under his own supervision. The chairs caught the popular fancy and went off like hot cakes. To make a long story short, the enterprising Westerner joined partnership with Mr. Emmet Harris and the Harris-Keene Company was the result. The Company has now been at work nearly two years and the belief of the partners in the ultimate success of their business has been more than verified.

WORLD-WIDE CONNECTIONS.

At the present time the Company are shipping every kind of rattan work to all parts of the world. The stores are filled with big crates for Durban, South Africa; for San Francisco and Manila. They have contracts to supply goods all over South Africa, sending so many a month; they are shipping regularly to Copenhagen, Berlin, to Australia where the Company have a special agent, New Zealand, India, and the Philippine Islands. Curiously enough, New York and London are the only two great centres which the Company have failed to invest in their ramifications. With regard to New York, the Company have been trying in every way possible to reach that market, but so far without success, and why?

TARIFF AND TRANSPORTATION.

Simply on account of the prohibitive tariff and heavy transportation expenses. But now that the Great Northern Steamship Company have commenced running huge cargo boats across the Pacific, it is believed that freight charges will come down with a rush, and the New York market will come within the bounds of the Company's business. If they cannot get to New York by the Pacific then the Suez Canal route must be tried, for as Mr. Keene said: "Our big business is to be in New York, and we must and will get there." The Minnesota, one of the Hill boats, is on the way to Hongkong from the western coast of America and it will then be seen whether the freight charges are to be reduced. As to London, the Company are now in negotiation with a big firm there and it is expected that should these negotiations reach a satisfactory issue, a large business will result.

AT CHICAGO EXHIBITION.

Every year, two furniture exhibitions are held in Chicago, and at the exhibition which is now opened, the Harris-Keene Company have a floor space of 900 square feet. An assortment of the various rattan chairs, settees, and fancy articles in cane, grass and raw linen, which the firm are prepared to place on the market, is on view, and from all accounts the exhibit should lead to increased and widely-extended demands. When it is remembered that at these exhibitions all the chief furniture manufacturers of America and Europe have stands, the position occupied by the Harris-Keene Company will be better understood, although anyone paying a casual visit to the factory at Shaukiwan will readily realise that the Company would occupy a leading place in any competition, where beauty of design, skilful workmanship, sound materials, and careful selection were required and appreciated.

EASTERN RATTANS.

Rattan is indigenous to Java, Sumatra, Borneo, the Philippines and some parts of China, but there is only one sort of rattan that is considered of any value and it comes from Java, "umatra" and "Borneo". The rattan from the Philippines is of poor quality and unsuited for factory purposes. It is true that a species of rattan which is particularly suitable for making into walking-sticks is found in the newest American colony, but that is about all that can be said about it. At least, there are no signs that a high-class rattan is to be got there. Even if it were, the Philippines are said to be so

dry that they would not take the trouble to prepare it for the market—and that they would establish factories to deal with it on the spot is out of the question altogether. The rattan found in China grows mostly in the southern districts, but it also is of inferior quality.

JAVA RATTAN.

Java sends more rattan to Hongkong than Sumatra and Borneo put together. It is a firm, plastic and reliable cane, which can be worked up into any design. Borneo rattan is coming to the front also, but it will take a pretty long time before Borneo becomes anything like a serious rival to Java. The rattan from the Dutch colonies goes in the first instance to Singapore, which is the distributing centre. The rattan is a clinging plant, and it grows to an immense length. "You will scarcely believe it," remarked Mr. Keene, "but I have seen rattan 300 and 400 yards long." At which we expressed astonishment.

CHINESE RATTAN DEALERS.

The rattan used by the Harris-Keene Company are obtained from the Chinese dealers at Wanchai and West Point. When the rattan arrives at Hongkong it is practically in the raw state. All sizes and lengths are jumbled together. The Chinese dealer sizes it. Although he has been at the business for years, the Chinese trader clings to the antiquated methods of his forefathers, with the result that the sizing is done by the crudest methods. The rattan is pulled through steel plates in which holes have been bored and it is sized. Then it goes to the factory where it is again carefully sized, and the best pieces put on one side. So much for the rattan.

RAW LINEN FIBRE.

But since Mr. Harris came to Hongkong he has discovered a material which rivals it, it does not surpass, the ordinary rattan, and that is raw linen fibre. The fibre comes from the interior of China and is a good deal more expensive than rattan, but the beautiful results which are obtained from its use in the construction of chairs, and the better class of work, amply compensate for the extra cost. The raw linen fibre comes in the form of ropes no thicker than a piece of ordinary twine, and its durability is beyond question. More than that, it takes on such beautiful gloss, and is so easily coloured for decorative purposes, that its use is a distinct gain to the realm of art furniture. What is the difference, it may be asked, between the linen fibre and rattan? Briefly it is this, that whereas ordinary rattan lends itself to only a few designs the linen fibre can be worked into all sorts of picturesque patterns, on account of its extensibility.

A COMPARISON.

It has to be observed that the articles turned out at the Shaukiwan factory are rather more expensive than those sold by the Chinese dealer. And it may be asked; why should this be so? Take the long chair for example, which we all know and appreciate. The Chinese chair rests, as a rule, on eight legs, none of which is of the same length. If the chair is wobbly, it is hardly to be wondered at. The braces are of bamboo, which is not the best material for distributing the strain. As a result the braces lose their grip. The rattan strands give way and begin to unravel, and finally the chair collapses. On the other hand, the long chairs made by the Harris-Keene Company, rest on four legs, placed at the top and bottom, and the frames are of Malacca cane. The braces are strongly made, and reinforced by side braces which distribute the strain evenly all over the chair, so that when the chair is finished it is as safe and firm as a rock, although it still retains its elasticity and comfort.

CUSTOMER AND DEALER.

"The finish on one of our chairs," said Mr. Keene, "costs more money than the native chair when it is completed." He tells a story about a purchaser who wanted a chair even before it was in what he calls its "finished state." Truth to tell the average purchaser might well think that the chair, even before it has been sanded and shellacked, and polished, and what not, was thoroughly well finished. At any rate this customer thought so. "I said to the purchaser," Mr. Keene remarked, "I can have the chair as it is if you like but I tell you it won't last 50 per cent. as long as a chair would in its finished state." The purchaser was not to be denied, and the chair, given up. What the ultimate fate of that chair was it would be interesting to hear.

DESIGNING THE CHAIRS.

When a chair has to be made, the design is first drawn by Mr. Keene who is what might be termed the business manager of the firm. The measurements are then prepared, and these are sent to the frame maker who is coached by Mr. Keene in the requirements. The Chinese foreman, who, of course, is a walking encyclopedia, says he understands the idea right down to the ground, but occasionally it happens that as a frame maker he is a little bit off the base, so Mr. Keene sets him right. The frame, then, is made, but it only serves as a model for other chairs of similar design. When the second frame is ready it goes to the weaver, who is equally certain that he knows all that is to be done. And he does as a rule, but we are all liable to make mistakes and the weaver is no exception to the general rule. When this second frame has been under the weaver's hands and is certified to be up to the requirements, it becomes a model for the weaver and remains in stock. So that it is not until the third frame is made and has passed through the hands of the weaver that it is on anything like a fair way to completion.

AT SHAUKIWAN.

The buildings of the Company at Shaukiwan are very extensive, but they have one fault. There are so many partition walls and staircases that a great deal of space is lost. The question has been under the consideration of the Company as to whether anything should be done to secure more accommodation, but nothing has yet been decided upon. There are two storeys above the ground floor and each is packed to its utmost capacity. When it is stated that the average number of men at work is 200, and the usual stock kept on the premises is something like 5,000 articles, some idea of the extent of the business done by the Company may be gained. And orders are flowing in so fast that it takes the Company all they can do to keep up with the demand. The character of the work turned out is best exemplified by the fact that although heavy duties have to be paid in many of the countries served by the Company before their goods can be landed, they are able to meet these charges and yet compete with local firms which are protected by tariff regulations.

SKELETON WORK.

In the frame making department, the skeleton chairs are built. The Malacca cane used

in the frame is a great advance on the bamboo which is commonly employed. Malacca cane is easily manipulated and it can be nailed or screwed in a way impossible with bamboo. The bending process is interesting. A Chinaman takes up a roll of the leaves which form sugar baskets, and sticks it on a nail. He lights the roll and passes the Malacca cane over the flame, holding the cane in a wedged staff. By continually working the cane, he gets it into proper shape and when cooled the curve remains. Steam was tried at first, but it spoiled the wood and failed to retain the curve or crook which was intended. Then the Malacca cane goes through gelatine glucose which fills the pores of the rattan and renders it impervious to the weather. "It should be added that the nails used in the industry are all tinned so that they may not rust."

WEAVING.

From the framemaker's shop, the skeleton goes to the weaver. In the case of a rattan chair a great deal has to be done in order to give the chair a good appearance. Ordinary rattan is fuzzy, and if that were allowed to remain, as it is on ordinary native-made chairs, the furze would be a regular harbour for bugs. But at the Shaukiwan factory the chairs, after passing through the hands of the weaver, are taken in another room and hung on hooks which depend from the ceiling. A piece of cotton wool is then dipped in alcohol, lighted, and all the fringes are carefully burned out.

CHINESE CONSERVATISM.

In this connection, a rather interesting remark was made by Mr. Keene. He stated that when he first started, he invented a handy little instrument to hold the flaring alcohol and he naturally thought that the Chinese workmen would appreciate his thoughtfulness. Not a bit of it. They would have nothing to do with his invention. They had been accustomed to their own rough-and-ready methods and they intended to stick to them. He gave up his invention in despair and the workmen are happy in the knowledge that they are not dealing with any new-fangled notions. In other respects, also, the Chinese at Shaukiwan have shown their conservative ideas. Two machines, one for drilling and another for turning were brought out from America. They stand useless in the factory, because the workmen will have no "truck" with modernity. In fact, Mr. Keene gave up his suggestions in these respects in despair and the workmen are quite contented.

COLOURING THE FIBRE.

The rattan chair has to be "dipped" in big baths of gelatine to fill up the pores, and afterwards it is "painted" with shellac which gives the gloss. In the case of chairs made of raw linen fibre or sea grass, these are stained in another bath and afterwards painted the colour desired. Green seems to be the favourite and it certainly appears to suit the character of these chairs to a nicety.

GALA CHAIRS.

With regard to the completed article, Mr. Keene showed the pressman a variety of chairs all built from his own designs. There were chairs with rockers—which are of camphor wood—office chairs which came to pieces for cleaning purposes, travellers' chairs which folded up like a camp bed, chairs with leather seats that could be removed, and chairs with linen fibre seats stuffed with rattan shavings. Several chairs had the frame work painted with aluminium paint—Messrs. Carmichael and Clarke's patent—and they looked exceedingly handsome in their gala dress. It is proposed at some time in the future to manufacture hard-wood chairs and machinery will be imported for that purpose. An ingenious design was that of two Chinese hats, inverted, made into a lady's workbasket.

IN AMERICA.

The Company are turning out rattan and fibre chairs at the rate of a thousand a month, although if it were absolutely necessary they could manage to produce two thousand, which is not bad for what may be called a comparatively new business. Mr. Harris is the travelling manager and he has just completed a very successful tour through the Southern States. His office is in Seattle, but he intends visiting the Eastern States soon and may take a trip across to London with the object of opening up connections there. The Company, which Messrs. Harris and Keene have started in Hongkong is one of the most flourishing in the Colony as it deserves to be, considering the amount of energy and solid hard work which the partners put into it.

SHIPPING JETSAM.

MORE ODDURATE SEAMEN.

Sitting late last evening the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, heard another case against recalcitrant seamen.

In this case John Moodie, Master of the British ship, *Egmont Castle*, prosecuted fourteen of his crew for refusing to continue the voyage and thereby impeding the progress of the vessel on her voyage to Japan. John Moodie, sworn, stated that he was master of the *Egmont Castle*. On the 11th inst. he arrived in the port for orders, but was informed no orders had yet been received from the owners. On returning on-board the same afternoon several of the crew came to him and asked him where the vessel was going to. On witness's telling them that she would probably go to Japan, the defendants, those present in Court, refused to proceed with the ship.

In the Court, the men assigned no reason whatever for not wishing to proceed to Japan. Witness is carrying coal from Cardiff. He did not know of its destination until his arrival here.

Jorgeson, acting as spokesman for the other defendants, said Japan was a Power at war, and that by going there they were liable to lose their effects, as coal is contraband of war.

Other defendants, speaking up, said they could not get fresh water on board, and the provisions were very bad, and they did not sign on for Japan.

Captain Moodie here produced the ship's articles showing where the signatures of the defendants had been placed. The services on these articles included ports in Japan.

J. Jorgeson, to the Court, recalled, said they all wished it to be understood that they were not making any charge with respect to the provisions, but that they were not willing to proceed to Japan.

The Court then gave each of the defendants, individually and in rotation, an opportunity to return to his duties aboard his ship, but only one consented to do so.

His Worship then, addressing the men, said: "This is the second case of a similar nature I have had to deal with in one day. I regret to have to record the fact that men are to be found willing to prefer punishment to undertaking a voyage which the promptings of a fearful heart

HEAVY CLAIM FOR BREACH OF CONTRACT.

ON CONTRACT.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) the action brought by the Yan Cheong firm, yarn merchants of Bonham Strand East, against the Sam Yee, Limited, to recover \$11,991 damages for breach of contract, was continued.

Hon. Mr. E. H. Sharp, K.C. (instructed by Mr. John Hastings) appeared for the plaintiff firm, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master) defended. The managing partner of the plaintiff firm was further cross-examined, and taken over practically every item in a very prolix statement of particulars. He had contracts with other dealers besides the defendants to supply him with yarn. Because he could not get yarn from defendants he had to buy extensively from other firms.

The accountant of the plaintiff firm gave evidence as to the failure to deliver the yarn. Cross-examined he said his salary was \$10 a month and odds and ends (Laughter). Asked to explain "odds and ends" he said he got the hoops off the bales, and other perquisites, whilst in common with all the employees, he received a small percentage on the profits of the business. Witness, asked as to a certain account, said he could not remember the circumstances as it was several years ago. Corrected as to this, he said "well it was the year before last." The witness spoke as to the necessity for taking yarn from other firms, through defendants being unable to deliver. It was the custom to give twenty-four hours' grace on time delivery. The Sam Yee firm put people off continually, other firms very rarely. The case was further adjourned.

CANTON NOTES.

[From Our Correspondent.]

Canton, 13th February.

S.S. "SAN CHEUNG" BREAKDOWN. This s.s. *San Cheung*, which left Hongkong last night, for this port, did not arrive until after 9 o'clock this morning. On inquiry as to the delay it was found that she had to make most of the journey working only one propeller, the shaft of the starboard propeller having met with accident.

THE "TAI-WAN." Messrs. Butterfield and Swire's steamers *Taiwan*, which has been lying in the Back Reach for some days, last night attempted to cross the Honam inner anchorage, without a pilot aboard, and took the ground where she is still lying at the time of writing (5.30 p.m.).

She is expected to float off to-night if tide proves favourable; she is at present lightening, discharging her cargo into lighters and junks which were dispatched to her as soon as she took the ground.

NEWS ITEMS.

Ordinary business is at last assuming the usual tenor of its way after the enforced holidays consequent upon China New Year. There are no less than sixteen Ocean steamers in the anchorage and another eight still lying at Whampoa waiting to come up to Canton. The steamers' officers during the holidays have been well entertained by the Customs Staff, and a French play was given at the Canton Club Theatre by the Canton Amateur Theatrical Society. Last Saturday evening a concert was given at the Customs Club, which concluded a week of frivolity.

A concert was given by members of the Customs at Honam and was given as a farewell to Mr. Thomas of Robinson & Co's, who is leaving Hongkong to take up the firm's interest in Shanghai. Amongst the artists were Messrs. Morgan, Craig, Daniel, and Husted, Mr. Thomas, acting as accompanist, also giving some good selections. A whistling solo and an imitation of Paderewsky, were thoroughly enjoyed. Mr. Thomas left by the s.s. *Hughes* on Monday morning.

The weather has been bitterly cold lately, and it is reported that at 4 o'clock this morning there was ice on board the ships in harbour. Later in the day the sun tried to put forth its long expected rays and the thermometer went up a little. At about noon the sun shone beautifully. A rain storm last night must have cleared the air. The lowest thermometer reading this year is 35° Fah.

To-day's Advertisements.



PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR of the SUPREME COURT, to sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY), the 15th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, SUNDRY

HOUSEHOLD FURNITURE, &c., &c.

TERMS—As usual. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 14th February, 1905. [242]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY, the 17th February, 1905, at 3.30 P.M., at the Kaiping Storage Ground, Yau-ma-tei,

ABOUT 780 TONS OF WASHINIME KIRIGOMI COAL, (in good order and condition).

TERMS—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 14th February, 1905. [248]

THE DAIRY FARM COMPANY, LIMITED.

DEPOT: CORNER OF WYNDHAM STREET and

LOWER ALBERT ROAD.

HOME-FED CAPONS AND CHICKENS, 35 Cents per Pound.

Compare these prices with those ruling in the market.

Hongkong, 14th February, 1905. [45]

To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 15th February, 1905. SHAREHOLDERS are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 14th February, 1905. [244]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY), 21st, 22nd, 23rd and 25th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate. T. F. HOUGH, Clerk of the Course.

Hongkong, 14th February, 1905. [245]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND AND ENCLOSURE during the Races on the 21st, 22nd, 23rd and 25th instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after WEDNESDAY, 15th instant. All tickets must be produced to gain admission.

T. F. HOUGH, Clerk of the Course, Hongkong, 14th February, 1905. [246]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race Days WITHOUT TICKETS, which can be had on application to the Understated between WEDNESDAY, 15th, and MONDAY, 20th inst.

T. F. HOUGH, Clerk of the Course, Hongkong, 14th February, 1905. [247]

SHEWAN, TOMES & Co.

FOR SHANGHAI (DIRECT).

THE Steamship "CHEFOO" will be despatched for the above Port, on or about 15th February, at 5 P.M.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 14th February, 1905. [243]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, FRIDAY, the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	16th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	10th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW and LIVERPOOL	"MACHAON"	11th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW and LIVERPOOL	"OANFA"	21st March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.

S.S. "ACHILLES," from U. K., left Singapore at noon on the 10th inst., and is due here
at noon on the 16th.

OUTWARDS.

FOR	STEAMERS	TO SAIL.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL.
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	6th March.
	"OANFA"	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	"KWANGSEI"	15th February.
SHANGHAI	"TAIWAN"	16th "
NINGPO and SHANGHAI	"SZUCHUAN"	17th "
CEBU and ILOILO	"SUNGKIANG"	18th "
MANILA	"FEAY"	21st "
KOBE	"THANOSIA"	22nd "
CEBU and ILOILO	"KAIKONG"	23rd "
TIENSIN	"KANGU"	25th "
CHIEFOO and TIENSIN	"OHIELI"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hon. kong, 14th February, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th Feb., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 25th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship.	Tons.	Captain.	For	Sailing Dates.
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	4,370	Bremer	April 20th, "
"ARABIA"	4,483	Bale	May 11th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

NOTICE.

BOO CHONG, of No. 20, Pottinger
Street, has always on handFIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.
Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons. Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,338 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have "unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey...\$4
Meals...\$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class...\$3.00 for Single Journey,
and " " 1.50 " "
Meals...1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, ON EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
Tiffin and Dinner will be had on Board
at \$1 each meal.YUK ON S.S. CO., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 50 cents; Storage, 10 cents.
TIPPIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG,

1904.

About

"SATSUMA" 20th Feb.

"RICHMOND CASTLE" 4th March.

"SAINT FILLANS" 17th "

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 9th February, 1905.

Shipping—Steamers.

NORDDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ SIGISMUND,"
of the NORDDEUTSCHER LOYD,
Captain Lenz, will leave for the above places,
TO-MORROW, the 15th inst., at Daylight.

NORDDEUTSCHER LOYD.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 14th February, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZESS ALICE,"

Captain P. Wetin, due here with the outward
German Mail about WEDNESDAY, the 15th
inst., will leave for the above places about
12/24 hours after arrival.

NORDDEUTSCHER LOYD,

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 13th February, 1905.

NAVIGAZIONE GENERALE ITALIANA,
(Ritiro and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENCIA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above,
TO-MORROW, the 15th instant, at Noon,
instead of as previously advertised.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 14th February, 1905.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as
above, on FRIDAY, the 17th instant, at 4 P.M.This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th February, 1905.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain E. Foy, will be despatched for the above
Ports, on SATURDAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 13th February, 1905.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain Pearson, will be despatched as above,
on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 13th February, 1905.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain P. M. B. Lake, will be despatched as
above, on TUESDAY, the 21st inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th February, 1905.

Consignees.

THE PORTLAND AND ASIATIC

STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARABIA,"

FROM PORTLAND (OR.), YOKOHAMA,

KOBE AND MOJI.

THE above steamer having arrived, Consig-
nees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by me in
any case whatever.ALLAN CAMERON,
General Agent.

Hongkong, 8th February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. *Ostana*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. *Ostana*.Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

Shipping.

Arrivals.

Uganda, Br. s.s., 3,493, F. R. Gun-Cuningham, 12th Feb.—Rangoon 31st Jan., Ballast, Japanese.

Ula, Br. s.s., 3,426, J. W. Livingston, 12th Feb.—Rangoon 1st Feb., Rice, J. M. & Co.

Zieten, Ger. s.s., 4,988, F. von Binzer, 12th Feb.—Shanghai 10th Feb., Mails and Gen.—M. & Co.

Empire, Br. s.s., 2,841, P. T. Helms, 12th Feb.—Kobe 8th Feb., Gen.—G. L. & Co.

Volute, Br. s.s., 2,300, Ceterock, 12th Feb.—Palambang 4th Feb., Petroleum.—J. K. & Co.

Costante, Ital. s.s., 1,671, G. Solari, 12th Feb.—Cardiff via Singapore 17th Dec., Coal.—Order.

Siam, Br. s.s., 983, R. H. Binns, 12th Feb.—Manila 9th Feb., Kerosine.—Mr. Geo. McBain.

Amara, Br. s.s., 1,400, J. C. Mattock, 12th Feb.—Java 2nd Feb., Sugar.—J. M. & Co.

Taihsun, Ch. s.s., 1,216, W. Jamieson, 12th Feb.—Shanghai 10th Feb., Gen.—C. M. B. N. Co.

Zafiro, Br. s.s., 1,611, R. Rodger, 12th Feb.—Manila 11th Feb., Gen.—S. T. & Co.

Hongkong, Fr. s.s., 742, A. Suzon, 12th Feb.—Haiphong via Hoihow 12th Feb., Rice and Pig.—A. R. M.

Haimun, Br. s.s., 636, A. J. Robson, 12th Feb.—Swatow 12th Feb., Gen.—D. L. & Co.

Tungshing, Br. s.s., 1,171, T. W. Selby, 12th Feb.—Canton 12th Feb., Gen.—J. M. & Co.

Kwangsai, Br. s.s., 1,201, Stott, 12th Feb.—Canton 12th Feb., Gen.—B. & S.

Java, Br. s.s., 2,631, S. Barcham, 12th Feb.—Japan 30th Jan., Gen.—P. & O. S. N. Co.

Apenrade, Ger. s.s., 611, A. Ulderup, 12th Feb.—Hoihow 12th Feb., Gen.—J. & Co.

Kalgan, Br. s.s., 1,428, Speed, 12th Feb.—Wuhu 10th Feb., Gen.—B. & S.

Departures.

Feb. 14.

Merlonethshire, for Shanghai.

Hatching, for Swatow.

Pronto, for Saigon.

Pekin, for Shanghai.

Gregory Apur, for Calcutta.

Tungshing, for Shanghai.

Tsinan, for Australian Ports.

Empire, for Australian Ports.

Glaucus, for Shanghai.

Chiyen, for Shanghai.

Benledi, for Japan.

Taming, for Manila.

Orange, for Kobe.

Hupel, for Shanghai.

Elger, for Shanghai.

Passengers Arrived.

Per *Naimun*, from Swatow—Mr. and Mrs. Dugh, Messrs. M. H. Huck, W. H. Davis, and 60 Chinese.

Per *Empire*, from Kobe—Messrs. A. G. Smith, B. Bar Smith, Rev. and Mrs. Davis Hordern, Mr. and Mrs. Beirney and 2 children, Mr. R. S. Elliott, Mrs. C. Pitt, Messrs. D. R. Bedell, Swiright, Rev. and Mrs. Rowlands, and 7 Japanese.

Per *Zieten*, from Shanghai—Mr. Reiber, Mrs. N. Dwyer, Mrs. N. Hays, Messrs. Mess, Leep, Mrs. M. N. Allen, Messrs. P. Abel, Bornemann, Gray, Maasberg, Nomura, Kinsawa, Kumazawa, Wittenberg, Sa Eng Keen, S. Charing, Tukane, Berve, 4 Chinese, and 4 Japanese.

Per *Java*, from Shanghai for London—Mrs. Macfarlane, 3 children and amah, Rev. and Mrs. W. B. Bilton and 2 children, Miss Rhind, Mr. W. Kite, Mrs. Rayden, 2 daughters, son and 2 infants, and Mrs. Gye. For Marseilles—Mr. and Mrs. Le Sauvage, and Mr. E. H. Wilson. For Port Said—Mr. and Mrs. Scherlaw, For Singapore—Messrs. I. J. Scherida and B. H. Sholtz.

Shipping Report.

Str. *Stam* from Manila—Strong N.E. monsoon, and very high sea.

Str. *Haimun* from Swatow—Fresh breeze, moderate sea, fine and clear.

Str. *Empire* from Kobe—Weather overcast and cloudy throughout, with moderate N.E. wind and sea.

Str. *Ula* from Rangoon—Good weather to Singapore, moderate monsoon and heavy sea for rest of voyage.

Str. *Glaucus* from Shanghai—Strong monsoon, rough sea, weather very changeable throughout the passage.

Vessels in Port.

STEARNS.

Agincourt, Br. s.s., 2,876, Workshop, 3rd Oct.—Hainan 1st Oct., Ballast.—Order.

An Pho, Br. s.s., 960, J. Kynoch, 4th Feb.—Saigon 31st Jan., Rice and Gen.—Wo Fat Sing & Co.

Ardova, Br. s.s., 2,271, W. L. Smith, 20th Jan.—Mojji 23rd Jan., Coal.—M. B. K.

Arratoon Apar, Br. s.s., 2,931, E. Fey, 9th Feb.—Calcutta via Penang and Singapore 3rd Feb., Gen.—D. S. & Co., Ltd.

Borneo, Ger. s.s., 1,344, E. Muhl, 8th Feb.—Sandakan 2nd Feb., Timber and Gen.—M. & Co.

Capri, Ital. s.s., 2,783, G. Balsito, 8th Feb.—Bombay and Singapore 1st Feb., Gen.—C. & Co.

Cebu, Am. s.s., 647, A. Yuchusagari, 1st Feb.—Manila 27th Jan., Gen.—Order.

China, Am. s.s., 3,186, D. E. Friele, 9th Feb.—San Francisco 10th Jan., and Shanghai 6th Feb., Mails and Gen.—P. M. S. Co.

Glara Jeben, Ger. s.s., 1,103, F. Bendken, 4th Feb.—Wuhu and Chinkiang 31st Feb., Rice and Ground-nuts.—J. & Co.

Egremont Castle, Br. s.s., 1,834, J. Moodie, 10th Feb.—Cardiff 17th Dec., Coal.—B. & Co.

Emma Lyken, Ger. s.s., 1,160, H. Marten, 10th Feb.—Samarang (Java) 30th Jan., Sugar, Molasses and Nuts.—Chinese.

Germanicus, Ger. s.s., 2,575, H. Behrmann, 8th Feb.—Manila 1st Feb., Gen.—D. & Co., Ltd.

Giang Bee, Br. s.s., 1,199, J. G. Follett, 12th Feb.—Samarang via Singapore 9th Feb., Sugar.—Chinese.

Glenfarr, Br. s.s., 2,350, Holman, 3rd Feb.—Singapore 28th Jan., Gen.—McG. Bro. & Co.

Hobbspin, Ger. s.s., 1,275, H. Hamer, 18th Jan.—Sourabaya 7th Jan., Sugar.—L. W. & Co.

Hyades, Am. s.s., 2,933, Geo. Wright, 11th Kuchinotzu 6th Feb., Coal.—D. & Co., Ltd.

Ikal, Br. s.s., 3,490, Robertson, 10th Feb.—Durban 17th Feb., Ballast.—G. L. & Co.

Jadravelli, Br. s.s., 3,215, S. Cullington, 28th Nov.—Shanghai 24th Nov., Ballast.—J. M. & Co.

Kalpong, Br. s.s., 1,024, E. Finlayson, 27th Jan.—Mojji 23rd Jan., Gen.—B. & S.

Katharine Park, Br. s.s., 3,075, W. H. Capp, 17th Jan.—Sasebo (Japan) 8th Jan., Light.—G. L. & Co.

Laertes, Br. s.s., 1,341, J. B. Jackson, 8th Feb.—Saigon 3rd Feb., Rice and Rice-meat.—Chinese.

Lindachan, Br. s.s., 4,083, Sperry, 3rd Feb.—Mojji 28th Jan., Coals.—Chinese.

Larzel, Ger. s.s., 684, Lammson, 9th Feb.—Kuratao 3rd Feb., Coal.—L. W. & Co.

Lothian, Br. s.s., 3,711, J. C. Williamson, 12th Feb.—Port Natal 1st Jan., Ballast.—D. & Co., Ltd.

Macchew, Ger. s.s., 989, Harjes, 10th Feb.—Bangkok 3rd Feb., Rice and Teakwood.—M. & Co.

Madeleine Rickmers, Ger. s.s., 1,020, D. Reimers, 11th Feb.—Bangkok 10th Feb., Rice.—B. & S.

Mausang, Br. s.s., 1,641, S. J. Payne, 2nd Feb.—Sandakan 27th Jan., Timber and Gen.—J. M. & Co.

Paklat, Ger. s.s., 1,018, H. Dimes, 11th Feb.—Bangkok 2nd Feb., Rice and Wood.—B. & S.

Pollux, Nor. s.s., 760, C. Svendsen, 4th Feb.—Sourabaya 24th Jan., Sugar.—Order.

Prinz Segismund, Ger. s.s., 3,300, D. Lenz, 13th Feb.—Sydney 24th Jan., Gen.—M. & Co.

Seaward, U.S. transport, 350, Crosey, 28th Dec.—Manila 24th Dec.

Triton, Ger. s.s., 980, Roffen, 9th Feb.—Kuratao 3rd Feb., Coal.—S. & Co.

Triumph, Ger. s.s., 769, A. Hansen, 11th Feb.—Fochow via Amoy and Swatow 10th Feb., Gen.—O. S. K.

Yuenyang, Br. s.s., 1,128, P. H. Rolfe, 13th Feb.—Manila, P.I. 10th Feb., Gen.—J. M. & Co.

Zoroaster, Br. s.s., 2,383, J. Ewan, 3rd Feb.—Kuchinotzu 28th Jan., Coals.—M. B. K.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug., 1904, Petroleum.—S. O. Co.

Juno, Am. sch., 742, R. M. de la Salo, 28th Jan.—Kobe 17th Jan., and Mojji 20th, Coal.—Mr. G. C. Moxon.

King George, Br. ship, 2,057, J. White, 11th Feb.—Philadelphia, U.S.A. 6th Sept., 1904, Case Oil.—S. O. Co.

Manuel Laguna, Br. ship, 1,546, D. G. Nickels, 11th Feb.—Cheloo 4th Feb., Ballast.—Order.

Steamers Expected.

Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	Feb. 15
Ithaka	Singapore	H. A. L.	Feb. 15
Princess Alice	Singapore	M. & Co.	Feb. 15
Achilles	Singapore	B. & S.	Feb. 16
Malacca	Singapore	P. & O. Co.	Feb. 18
St. Esquehem	Singapore	S. W. & Co.	Feb. 18
Manchuria	San Francisco	P. M. Co.	Feb. 25
Athenian	Vancouver	C. P. R. Co.	Mar. 2
Aragonia	Portland	P. & A. Co.	Mar. 3

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	Feb. 15
Ithaka	Singapore	H. A. L.	Feb. 15
Princess Alice	Singapore	M. & Co.	Feb. 15
Achilles	Singapore	B. & S.	Feb. 16
Malacca	Singapore	P. & O. Co.	Feb. 18
St. Esquehem	Singapore	S. W. & Co.	Feb. 18
Manchuria	San Francisco	P. M. Co.	Feb. 25
Athenian	Vancouver	C. P. R. Co.	Mar. 2
Aragonia	Portland	P. & A. Co.	Mar. 3

Ships Passed The Canal.

Outward—10th January—*Charente, Ithaka, Rhenania, Sandhurst, Kennebec*, 13th January—*Caladonia, Sunai*, 17th January—*Prometheus, Scandia, Greenvich*, 24th January—*Candia, Princess Alice, Elmshire, Stephan, Malacca*, 27th January—*Imagidhorn, Mossell, Octagium, Montrose*, 1st February—*Conspic, Föridal, Hampstead*, 4th February—*Antenor, Bielefeld, Nemmer, Trieste, Flota Manila, Ningchow, Ulysses, Ras Dargel, Mora, Hyllig, Ingvidhorn*, 7th February—*Bratsberg, Frankfurt, Glesnik, Prinz Regent Luitpold, Sagami*, 10th February—*Maehon, Pyrrhus, Congo, Tourane, Ciltunum, Rom*.

Homeward—10th January—*Jason, Telemachus*, 24th January—*Nubia*, 27th January—*Selusion, Suez*, 1st February—*Helene Rickmers, Barotse*, 4th February—*Shimosa*, 7th February—*Dumbia, Socotra*, 10th February—*Kintuck*.

Arrivals at Home—10th January—*Brigaviva, Cloverburn, Jason, Slavonia*, 13th January—*Agamemnon, Heathcliff, Preussen*, 17th January—*Pera*, 24th January—*Filleton Hall, Ceylon, Prinz Eitel Friedrich*, 1st February—*Dionide, Szegovia*, 4th February—*Albenga, Seydlitz*, 7th February—*Indrawadi, Manila, Calcutta*, 10th February—*Singapore, Knight of St. George, St. Hugo, Cundia*.

Post Office.

A Mail will close for:

Canton—Per *Fatshan*, 15th Feb., 7:30 A.M.

Macao—Per *Wingchei*, 15th Feb., 7:30 A.M.

Singapore, Penang and Bombay—Per *Capri*, 15th Feb., 10 A.M.

Europe, &c., India, via Tuticorin—Per *Zieten*, 15th Feb., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 15th Feb., 11 A.M.

Kobe and Yokohama—Per *Poschan*, 15th Feb., Noon.

Macao—Per *Heungshan*, 15th Feb., 1:15 P.M.

Chinkiang and Wuhu—Per *Helian*, 15th Feb., 1 P.M.

Shanghai—Per *Taiwan*, 15th Feb., 3 P.M.

Saigon—Per *Laertes*, 15th Feb., 3 P.M.

Shanghai—Per *Chesoo*, 15th Feb., 4 P.M.

Kongmoon, Kuchuk and Krukon—Per *Tak Hing*, 15th Feb., 5 P.M.

Canton—Per *Deung*, 15th Feb., 5 P.M.

Namtao—Per *Taihsun*, 15th Feb., 5 P.M.

Saigon—Per *Hot Fu*, 15th Feb., 5 P.M.

Canton—Per *Honam*, 16th Feb., 7:30 A.M.

Macao—Per *Wingchei*, 16th Feb., 7:30 A.M.

Swatow—Per *Haimun*, 16th Feb., 9 A.M.

Macao—Per *Heungshan*, 16th Feb., 1:15 P.M.

Shanghai—Per *Kwangsai*, 16th Feb., 3 P.M.

Kongmoon, Kuchuk, Shuhing and Tak-hing—Per *Samul*, 16th Feb., 4 P.M.

Canton—Per *Hankow*, 16th Feb., 5 P.M.

Kudat and Sandakan—Per *Mausang*, 16th Feb., 5 P.M.

Namtao—Per *Taihsun*, 16th Feb., 5 P.M.

Saigon—Per *Hot Fu*, 16th Feb., 5 P.M.

Canton—Per *Kinsan*, 17th Feb., 7:30 A.M.

Macao—Per *Wingchei*, 17th Feb., 7:30 A.M.

Mojji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Hyades*, 17th Feb., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, 17th Feb., 11 A.M.

Macao—Per *Heungshan*, 17th Feb., 1:15 P.M.

Manila—Per *Vunyang*, 17th Feb., 3 P.M.

Ningpo and Shanghai—Per *Szechuen*, 17th Feb., 3 P.M.

Canton—Per *Powwan*, 17th Feb., 5 P.M.

Namtao—Per *Taihsun*, 17th Feb., 5 P.M.

Saigon—Per *Hot Fu*, 17th Feb., 5 P.M.

Canton—Per *Hankow*, 18th Feb., 7:30 A.M.

Macao—Per *Wingchei*, 18th Feb., 7:30 A.M.

Manila—Per *Zafiro*, 18th Feb., 9 A.M.

Macao—Per *Heungshan*, 18th Feb., 1:15 P.M.

Singapore, Penang and Calcutta—Per *Arratoon Apar*, 18th Feb., 2 P.M.

Cebu and Iloilo—Per *Sungkiang*, 18th Feb., 3 P.M.

Yokohama—Per *Ithaka*, 18th Feb., 4 P.M.

Amoy, Straits and Rangoon—Per *Purnea*, 18th Feb., 5 P.M.

Namtao—Per *Taihsun*, 18th Feb., 5 P.M.

Saigon—Per *Hot Fu*, 18th Feb., 5 P.M.

Canton—Per *Fatshan*, 19th Feb., 9 A.M.

Singapore, Penang and Calcutta—Per *Laertes*, 21st Feb., 10 A.M.

Kupene, &c., India, via Tuticorin—Per *Polymerie*, 21st Feb., 11 A.M.

Kobe—Per *Changsha*, 22nd Feb., 3 P.M.

Kudat and Sandakan—Per *Borneo*, 23rd Feb., 8 A.M.

Cebu and Iloilo—Per *Kajong*, 23rd Feb., 3 P.M.

Tientsin—Per *Erang*, 24th Feb., 2 P.M.

Manila—Per *Rubi*, 24th Feb., 9 A.M.

Singapore and Sourabaya—Per *Amara*, 25th Feb., 10 A.M.

Kupene, &c., India, via Tuticorin—Per *Chawan*, 25th Feb., 11 A.M.

Tientsin—Per *Kinsan*, 25th Feb., 3 P.M.

Cheloo and Tientsin—Per *Chaihi*, 28th Feb., 3 P.M.

A mail dispatched from Sydney on the 14th ult., was received here this morning via Kobe, per *s.s. Zieten*.

VISITORS AT THE HOTELS.

HONGKONG.

Mackenzie-Grieve, Capt. Mrs. and Miss Lewis, A. R. MacKillop, A. R. Marriott, Dr. O. Martin, J. S. Mason, F. P. McAlra, T. P. Miller, P. L. Moffat, G. B. Moir, R. M. Lt. and Mrs. W. M. Moon, Mr. & Mrs. E. M. Newall, S. G. Newington, A. G. Nikilin, Mr. Oliffent, Capt. and Mrs. F. G. Oosterwons, Miss A. von Parfitt, W. Pattie, Mrs. J. A. Perkins, Mr. and Mrs. Campbell, Mr. & Mrs. T. L. Potts, W. H. Fuddeph, W. T. Purvis, Capt. and Mrs. Quin, Jas. Ranne, F. O. Ranney, Mrs. F. O. Rice, P. F. Roach, Mrs. J. S. and child Robertson, W. P. Robertson, W. R. Rose, H. Rump, W. P. Rutherford, N. H. Sayle, R. T. D. Schmidt, W. E. Scott, Mr. & Mrs. J. G. Skott, C. Smith, R. Gordon Somerville, Geo. Soper, C. H. Stafford, F. C. Stanolk, Mr. Stein, A. L. Steinhann, A. Stewart, W. M. Straeh, H. S. Sweeney, H. S. Glyde, Mr. & Mrs. A. N. Goethe, C. Graham, C. A. Graham, W. G. Gray, A. C. Gillingham, Miss M. Hall, Capt. T. Hauron, J. Harding, R. Hardy, Mrs. C. S. Hinton, H. Hurst, R. N. Engineer-Capt. Innes, Capt. R. Icelly, Rev. F. Johnston, A. Johnson, Augustus Katsch, E. A. Kempf, H. H. Laufer, F. A.

PEAK.

Louder, Mr. Martin, R. Moxon, Mr. and Mrs. Herbert Oliffent, Capt. and Mrs. Oliver, Mr. and Mrs. Ollis, F. B. O'Neill, J. L. Hough Parker, R. M. A. R. Parker, Capt. H. W. Phillips, Major Pollock, K. C. Mr. Robert, A. G. Rymer, Mr. and Mrs. Sauer, Mrs. Smith, C. W. Smith, A. Findlay Smith, Mr. and Mrs. Stachauer, W. O. C. Stevenson, D. Steen, Mr. Stokes, Mr. Story, Mr. Thomson, Mr. & Mrs. W. Turner, Miss Uffel, W. von Watkins, R. E., Capt. W. and Mrs. Wenborn, S. T. White, Dr. and Mrs. M. J.

CRAIGIEBURN.

Bird, Mr. & Mrs. L. G. Skotow, Mr. and Mrs. Grant Smith, Mr. and Mrs. Grant Southam, Mr. and Mrs. Webb, Mr. and Mrs. Montague Woodward, Mr. & Mrs. and children Heriot, R. M. L. Capt. Richards, D. S. and Mrs. Mackay Stuart, Capt. and Mrs. Leslie Mitchell, Mr. and Mrs. Thomson, Major and Mrs. Rowe, W. E. and Mrs. G. S. Watson, Mr. and Mrs. Stevenson, Lt. Comdr. W. H. Williamson, Major F. and Mrs.

Alkinson, P. D. Beattie, J. M. Beattie, M. P. Bentwick, Capt. and Mrs. children Brown, Col. F. L. Brown, Mrs. L. F. Brown, Miss Ethel Bunsey, Col. and Mrs. F. W. and children Chapman, A. Chichester, Major and Mrs. A. A. Clark, Mr. Courtney, G. Darling, Col. David, A. J. David, Jr., Mr. Dixon, Mr. Dymock, Lieut. A. Gales, Capt. Grant, A. R. Haslam, Mr. and Mrs. Haynes, Col. Hazeland, F. A. Holbrow, Mr. Hudg, D. Jeffries, H. U. Joseph, Mr. and Mrs. Iosling, Major C. L. and Mrs. Kaye, Major and Mrs. Koyle, Lady F. & maid Lang, Mr.

Occidental.

Bands, F. Brown, Mr. Chandler, Lieut. Fries, H. Furth, H. Guerin, C. N. Kert, Dr. Kiers, L. Lloyd, Mr. and Mrs. Twyne, Mrs. Worsnap, Capt.

I Kowloon.

Heriot, R. M. L. Capt. Richards, D. S. and Mrs. Mackay Stuart, Capt. and Mrs. Leslie Mitchell, Mr. and Mrs. Thomson, Major and Mrs. Rowe, W. E. and Mrs. G. S. Watson, Mr. and Mrs. Stevenson, Lt. Comdr. W. H. Williamson, Major F. and Mrs.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	H.P.	CAPTAIN	LAST REPORTED AT
Acricity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Argentine	sloop	1,000	16	18,000	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	16,500	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Osmanney	Hongkong
Astraea	cruiser, 2nd class	4,363	10	7,000	Captain Lionel G. Tufnell	Hongkong
Arcturion	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britannia	gunboat, 1st class	—	—	—	Reserve	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Fame	torpedo boat destroyer	266	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,000	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	—	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	—	Hongkong
Hogue	cruiser, 1st class	1,200	14	800	Captain Shortland	Hongkong
Humber	storeship	1,640	—	800	Lieut. P. M. Riddore	At Sea
Hyphigia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Reserve	Hongkong
Kinsara	river gunboat	85	4	—	Reserve	Yangtze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean*	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Oiler	torpedo boat destroyer	350	6	6,300	Lieut.-Commander Richards	Hongkong
Phoenix	sloop	835	6	650	Reserve	Hongkong
Rambler	surveying-vessel	85	2	240	Commander C. E. Moure	Hongkong
Robio	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Rosario	sloop	85	2	240	Reserve	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Shanghai
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Yangtze
Snake	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	280	6	6,500	Reserve	Hongkong
Tamar	river gunboat	4,000	6	800	Commodore Dicken	Hongkong
Teal	cruiser, 2nd class	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Tweed	coast defence gunboat	12,950	16	13,500	—	Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Ernest C. Hardy	Hongkong
Whitewitch	surveying ship	620	4	450	Lieut.-Commander Ernest C. Hardy	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander Holden	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Yangtze

* Flag of Admiral Sir Gerard J. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon. A. G. C. from Hongkong, C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	5	500	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150	—	Haiphong
Baionnett	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	140	5	150	Lieut. Hue	Saigon
Cassiope	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidée	gunboat	645	10	1,000	Lieutenant L'Host	Saigon
Descartes	cruiser	3,985	14	5,500	Commander Amet	Saigon
Esioec	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Cotezi	Saigon
Fronde	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen	protected cruiser	—	—	—	—	Saigon
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Gondot	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlieu	Haiphong
Javeline	de-tro-er	307	—	300	Lieut. Beussant	Haiphong
Nersaint	cruiser	1,250	7	2,200	Commander Simon	Chemulpo & S'hai
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm	armoured cruiser	9,700	12	19,600	Capt. Duval	Saigon
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Haiphong
Olry	river gunboat	—	—	—	Lieut. Grellier	Chungking
Pascal	cruiser	4,015	27	8,500	Commander Chevalier	Colombo
Pelée	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pistolet	gunboat	—	—	—	Lieut. de Reinach-Werth	Haiphong
Proée	destroyer	307	7	6,300	Lieut. Glorieux	Saigon
Redoutable	sub-marine	—	—	—	—	Saigon
Sabre	battleship, reserve	9,437	8	6,671	Commodore C. P. M. Poidioté	Saigon
Sfax	destroyer	—	—	—	Lieut. Lebail	Saigon
Slyx	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
Sully	armoured cruiser	10,014	38	20,000	Capt. Guiberteau	Baie d'Along
Surprise	gunboat	645	2	900	Lieut. Roqus	Shanghai
Taklang	river gunboat	—	—	—	—	Upper Yangtze
Takou	destroyer	250	6	—	Capt. Terquem	Saigon
Vauban	battleship, reserve	6,150	23	4,500	—	Saigon
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Canton

Mails. MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 21st February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN..... 7th March.

S.S. OCEANIE..... 21st March.

S.S. TOURANE..... 4th April.

L. BRIDOU,

Acting Agent.

Hongkong, 8th February, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CENTRAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from the S.S. BOMBAY, on SATURDAY, the 25th February, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 8th April, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 11th February, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades	3,753	Geo. Wright	Ab. Feb. 17
Platades	3,753	F. G. Furling	Mar. 15
Shawmut	9,606	E. V. Roberts	" 24
Lyra	4,417	G. V. Williams	" "

1 Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Shawmut... 9,606 E. V. Roberts Ab. Mar. 14

Tremont... 9,606 T. W. Garlick, Jr. April 14

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 13th February, 1905. [8]

NOTICE OF REMOVAL.

A FOOK & Co., SHIP AND HOUSE COMMODORES, have this day REMOVED

To No. 12, POTTING STREET, (opposite their old establishment), Hongkong, 24th November, 1904. [6a]

For Sale.

TINTO PASTO.

A VERY LIGHT WINE, Bottled in LISBON. Price \$5.50 per Case of 12 Bottles (Quart).

J. M. G. PEREIRA, 18, Shelley Street, Hongkong, 8th February, 1905. [23]

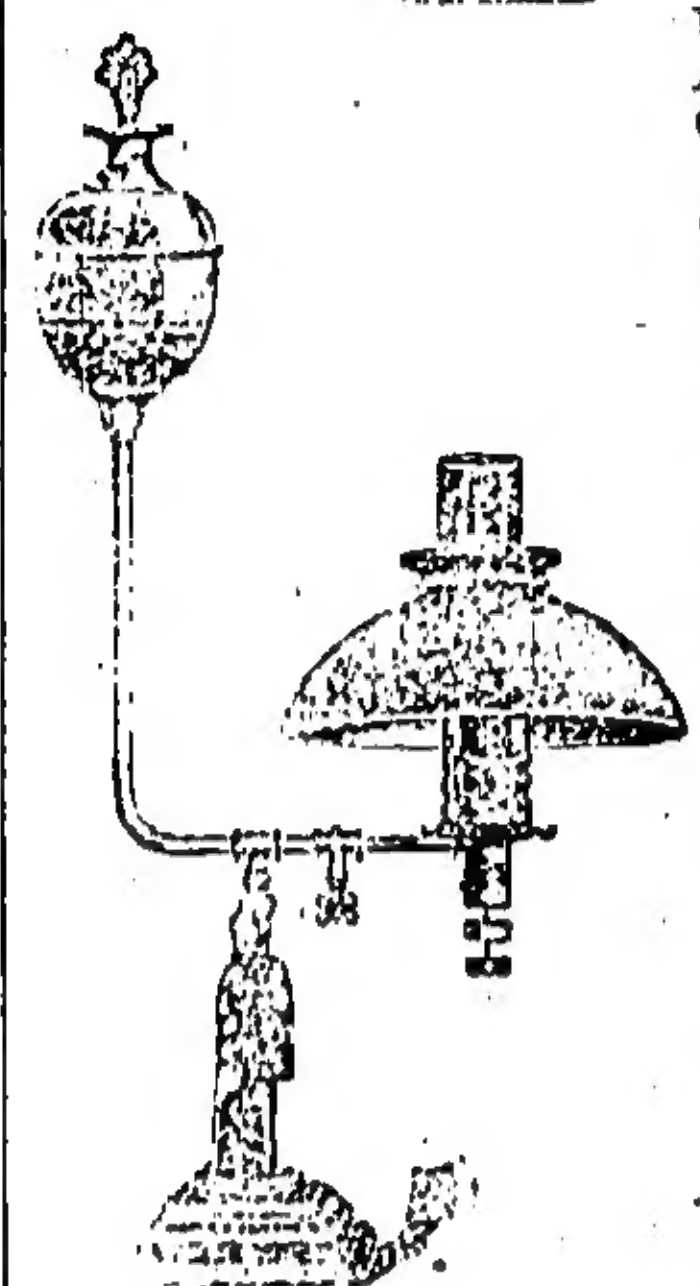
FOR SALE OR TO LET, AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to— SHEWAN, TOMES & Co. Hongkong, 30th December, 1904. [197]

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace, Hongkong, 16th November, 1904. [54]

To Let.

TO LET.

GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—

"VICTORIA BUILDINGS,"

Hongkong, 28th December, 1904. [197a]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsa Tsui, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RYON TERRACE.

"HATHERLEIGH," a detached residence with Tennis Court on CONDUIT ROAD.

A HOUSE in WONG NEI CHONG ROAD, FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th January, 1905. [69]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 12, GAP ROAD, facing Race Course, within reach of the Electric Car, thoroughly cleaned and colour-washed in Flats or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$450,000 \$175,533 \$191,973	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	5 %	\$720 London 276 1/2
National Bank of China, Limited	99,925	£7	£7		\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 sales
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$260 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$32,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$59 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$172,749 \$893 1/16 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,075 \$2,561 \$1,170,288	\$486,284	\$12 for 1902	8 %	\$162
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$70		\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$371,110	\$22 1/2 for 1902	6 1/2 %	\$32 1/2 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none \$185,000	Dr. \$63,123	\$5 for 1900		\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,935 \$250,000 \$600,000 \$157,553	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15		\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 %	\$125 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none £40,000	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 %	Tls. 50 sales
Do. (Preference)	2,000,000	£1	£1	\$4,116 \$50,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	7 1/2 %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$50,000		\$1.80 & b. 40 cts for year ending 30.4.04	5 1/2 %	\$38
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$400,000 \$21,075 \$18,000 \$130,153	\$1,287	\$5 for 2nd & 3-year making \$13 for 1903	3 1/2 %	\$29
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153	\$33,648		9 %	\$140 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904		\$226 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$22 1/2 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 54 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6		Tls. 7 1/2 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	50 cents making G \$1 for 1904	6 %	G \$18 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents		\$3 1/2
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 %	\$43 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$150,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$102 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000	\$505,471	First year		\$100
Howarth Erskine, Limited	17,000	\$100	\$100	\$67,000		\$6 dividend and \$2 bonus for first half-year 1904	7 1/2 %	\$210 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$384,000	\$289	\$10 div. & \$5 bonus for year end. 30/6/04	7 1/2 %	\$210 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$1 1/2 for 1903	4 1/2 %	\$25
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$190 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$5 dividend	8 %	\$11 1/2
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Tls. 5 interim for 1904 1/2	8 1/2 %	Tls. 150
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,732	Interim of Tls. 4 for 1904	3 1/2 %	Tls. 140 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for first half year 1904	3 1/2 %	\$355 sellers
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	Tls. 18 for 1903	9 %	Tls. 190
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000 \$100,000 \$11,824 \$20,000	Tls. 655	\$2 1/2 for year ended 30.6.1904	6 %	\$27 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50		\$11,668	Interim of Tls. 4	7 1/2 %	Tls. 150 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	\$5 for first half-year 1904	9 %	\$144 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Final of \$6 making \$12 for 1904	9 %	\$132
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$200,994 \$50,000	\$11,958	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 19 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	90 cents for 1904	7 1/2 %	\$12
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	\$3 for 1904	8 %	\$37 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 116 buyers
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 44 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 125 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	Tls. 12 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	17 1/2 %	\$57
Hongkong Cotton Spinning and Weaving Co., Ltd.	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 1/2 %	Tls. 23
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 a/c 1898		\$13 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 a/c 1898 on 6,000 shares		Tls. 24 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,668	Tls. 26,389	4% for 1897		Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900		\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 67 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$5 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$40 sellers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21 sales
Do. (Founders)	123					None	8 1/2 %	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2			Preferential of 7 per cent for 1904	8 1/2 %	\$1 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	4 1/2 %	\$15
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	8 %	Tls. 74 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		\$24 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$12 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6			\$14 for year ending 31.7.1903		Tls. 10 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902		\$100
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$29 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$50,000	\$32,115	\$1.50 for 1903	5 %	\$21 1/2 sales
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Interim of 2/-	14 %	\$141 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 3/- bonus for 1903	7 1/2 %	\$100 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$100 for year ending 30.4.1904	6 1/2 %	\$15 1/2
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5			50 cents for year ending 30 11 1904	5 1/2 %	\$20 1/2
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$1,795	\$15 for year ending 30 11 1904	5 1/2 %	\$205 sellers
Hongkong Rope Company, Limited	5,000	\$25	\$25	\$60,000	\$5,350	Final of \$13 making \$17 for 1904	7 1/2 %	\$24 1/2 ex div.
Hongkong Rice Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	6 1/2 %	\$155
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	9 1/2 %	\$20
Kat's Brothers, Limited	10,000	\$100	\$100	\$375,000		\$1.50 for the year ended 30.9.04	9 1/2 %	\$135 buyers
Laue, Crawford & Co., Limited (Shanghai)	3,500	\$100	\$100	none	\$21,582	\$13 for 1903	8 1/2 %	\$145
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,405	Tls. 35,849	4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35 for 1904	13 %	Tls. 277 1/2 buyers
Maynard and Company, Limited	3,100	\$10	\$10	none	\$803	\$1 for year ended 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$6,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None		\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 1/2 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 120,000	Tls. 7,169	Interim of 15/- for 1904	6 1/2 %	Tls. 400 buyers
Singapore Dispensary, Limited	6,000	\$50	\$50	\$60,000		\$5 for year ended 31.7.1903	6 %	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None		\$25 nominal
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	6 1/2 %	\$7
Straits Ice Company, Limited	10,000	\$5	\$5	none		First year		\$4 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Tientsin Native City Waterworks Company, Ltd.	2,641	Tls. 100	Tls. 100	none	Tls. 413	\$1 div. and 35 cents bonus for half year ended 30.6.1904	6 1/2 %	\$42 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Tls. 2 for 1903		T.Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1903 1/4	6 1/2 %	T.Tls. 13
Do. (Founders)	100	\$10	\$10	\$1,000	\$1,042	50 cents for year ended 31.5.1904	9 1/2 %	\$9 1/2 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$20.70 for year ended 31.5.1904	16 1/2 %	\$180 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Final of 70 cents making \$1.20 for the year ending 30.6.1904	9 1/2 %	\$12 1/2 sellers